

Frequently asked questions

How are items being removed from the lake?

All pontoons will be removed intact through the Hiram M. Chittenden locks in Ballard. Other materials will be removed by barge and off-loaded onto trucks for final processing.

Where does the concrete go after deconstruction?

Concrete will be hauled to concrete recycling facilities, where materials will either be landfilled or processed for reuse as dry aggregate for new concrete, gravel or asphalt paving projects.

Will anything be discharged into the lake?

The permits issued by the Department of Ecology do not allow for any discharge into the lake. Materials and process water are contained.



What is happening on the lake?

The contractor is dismantling the bridge in sections. On barges, KGM is demolishing materials for transport primarily through Kenmore.

What are the planned work hours?

All work hours for Lake Washington are planned for daytime from 7 a.m. - 7 p.m. on weekdays. This schedule may change due to the dynamic nature of construction.

Where are the pontoons going?

All of the pontoons have been sold to NorthStar and will leave Lake Washington intact through the Hiram M. Chittenden locks in Ballard. The pontoons will be repurposed.



For more information:

Visit: www.wsdot.wa.gov/projects/sr520bridge
E-mail: sr520bridge@wsdot.wa.gov
Program info line: 206-770-3554 (program info/staffed 8 a.m. - 5 p.m., Mon-Fri)
Construction hot line: 206-708-4657 (24-hr hot line/for urgent issues)



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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



June 2016

Decommissioning activities on Lake Washington

Removal of old bridge complete by the end of 2016

All 33 pontoons from the old floating bridge have been sold and will be sustainably reused. The contractor, KGM, is now working to remove all materials from the old SR 520 floating bridge through the end of 2016.

All Lake Washington decommissioning work activities will occur within the project limits of construction (within approximately 1,000 feet of the new bridge.) Activities include:

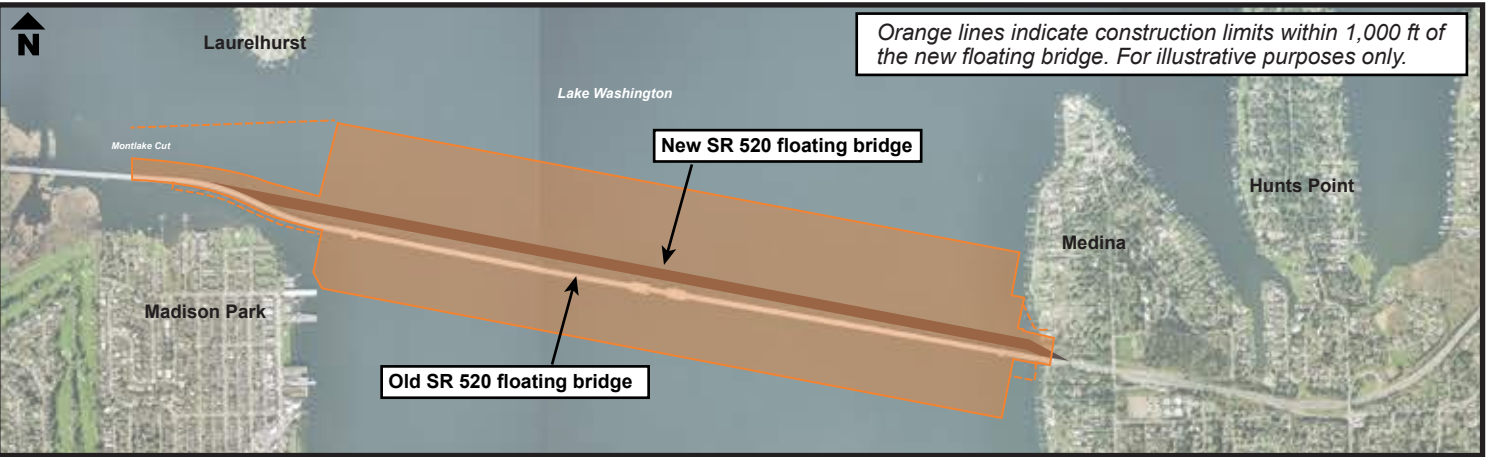
- ☒ Removed asphalt overlay from whole structure and transported for recycling
- ☒ Removing the east and west truss spans (June 2016) and pier columns (through fall 2016)
- ☒ De-tensioning and separating old pontoons to be towed off the lake intact (through fall 2016)
- ☐ Utilizing the east side staging area near Medina to demolish high-rise elements for transport, including hollow columns, girders, and cross-beams (through summer 2016)
- ☐ Removing old anchor cables for recycling (through winter 2016)
- ☐ Hauling broken down materials through approved truck routes in Medina (through summer 2016) and Kenmore (through winter 2016) to recycling facility or landfill

Best Management Practices (BMPs)

The contractor is required to implement water quality BMPs for demolition of materials for transport when working on a barge. Examples include:

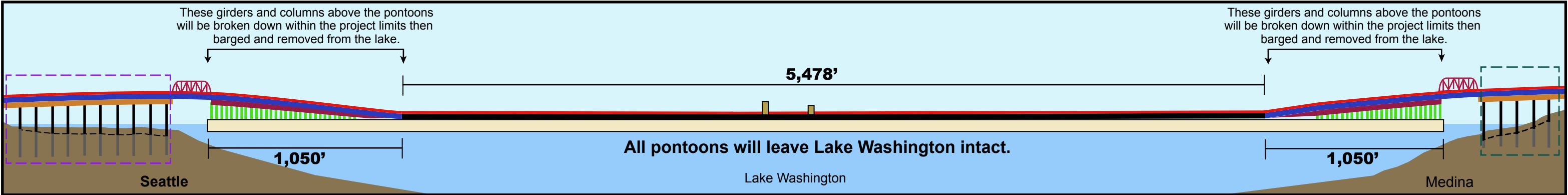
- Using water to contain dust on shore and in barges
- Water tight containment structures to contain water from demolition dust suppression
- Barriers or fencing as needed to contain debris and keep it from entering the lake
- Staging barges near the column removal area to catch any debris or slurry

A containment structure is used to keep debris on the barge.



Decommissioning construction project limits.




Decommissioning details








Not to scale. For illustrative purposes only.

Key:



Dismantled on Lake Washington on barges

-  **West Approach**
The West Approach will be dismantled on barges and removed from the lake through Kenmore. Columns below the black dashed line will remain in the soil.
-  **West approach girders**
These girders will be dismantled from the bridge to be broken up on barges on the lake for transportable size and removed from the lake through Kenmore.
-  **East and west transition span truss**
The transition trusses will be lifted by crane and dismantled on the lake on barges. They will then be removed from the lake through the Hiram M. Chittenden Locks in Ballard.


Dismantled on old pontoon deck

-  **WSDOT towers and lift span**
The towers and the lift span will be dismantled in place on the old pontoons and removed from the lake through Kenmore.
-  **Barriers**
Removal of the barrier on the roadway deck has already begun. Barriers are being dismantled in place on the old pontoons and removed from the lake by barge through Kenmore.
-  **High-rise roadway deck**
Removal of the high-rise roadway deck, including asphalt, has already begun. Material is removed from the lake by barge.
-  **Girders above pontoon high-rise**
These girders above the pontoons will be broken down within the project limits then barged and removed from the lake.
-  **Columns**
These columns above the pontoons will be broken down within the project limits then barged and removed from the lake.

Removed from Lake Washington intact

-  **Pontoons**
All pontoons from the old floating bridge have been sold and will be floated off the lake by the end of 2016.
-  **Low-rise roadway deck**
The low-rise roadway deck will remain on the pontoons when they are removed from the lake.

Dismantled on land

-  **East Approach**
The first three East Approach spans and columns in the water will be dismantled on barges. The remaining east end will be lifted to an upland area for processing and removed by truck through approved haul routes through Medina. Columns below the black dashed line will remain in the soil.

Notes

- Less than 25% of all materials from the old floating bridge will be placed onto barges to be demolished and removed from the lake. This removal will occur via truck primarily through Kenmore.
- KGM is contracted to maintain the existing floating bridge pontoons as watertight and seaworthy until they leave Lake Washington. Hazardous materials in the old floating bridge were identified in the construction documents and required the contractor to dispose of them properly after crews demolish the structures for transport. These include:
 - Lead paint on the steel structures
 - Oil, fuel, and hydraulic oil in the drawspan machinery
 - Asbestos in the pontoons, pipes in the drawspan machinery, and control tower
 - Zinc in all galvanized metal, including drain pipes, catwalks, and ladders
 - Sewage in the drawspan facility